

## CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

This Document contains information affecting the National Defense of the United States, within the meaning of Title 18, Sections 793 and 794, of the U.S. Code, as amended. Its transmission or revelation of its contents to or receipt by an unauthorized person is prohibited by law. The reproduction of this form is prohibited.

SECRET  
SECURITY INFORMATION

25X1

COUNTRY	USSR	REPORT	
SUBJECT	Volga State Petroleum Shipping Company - VolgaTanker	DATE DISTR.	30 April 1953
		NO. OF PAGES	10
DATE OF INFO.		REQUIREMENT NO.	RD
PLACE ACQUIRED		REFERENCES	25X1

This is UNEVALUATED Information

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.  
THE APPRAISAL OF CONTENT IS TENTATIVE.  
(FOR KEY SEE REVERSE)

25X1

1. The Volga State Petroleum Shipping Company (Volzhskoye Gosudarstvennoye Neftenalivnoye Parokhodstvo -- VolgaTanker -- hereafter abbreviated VT) was subordinate to the Minister of the River Fleet through MRF's Central Directorate of the Volga-Kama Basin (Tsentralnoye Upravleniye Volzhsko-Kamskogo Basseyna) [redacted] General Director RF 3d class (fnu) Kuchkin was director of VT; his third deputy was Colonel (fnu) Rudnitskiy, who directed MRF's administrative service. [redacted]

25X1

2. VT was established in or around 1923 as an independent steamship company; at that time the Caspian Steamship Company (KasPar) was reorganized and broken into four independent steamship companies: VolgaTanker, KaspTanker [redacted] KaspFlot [redacted], and ReydTanker [redacted]

25X1

3. VT was responsible for the transport of POL products on the Volga River. This transport was effected on the following four river shipping lines:

- a. Astrakhan-Gorkiy. On this line POL products were delivered to Astrakhan by ReydTanker [redacted] describes VT's self-propelled fleet as operating only on this line; it failed to refer to the three lines listed immediately following.

25X1

SECRET

STATE	#X	ARMY	#X	NAVY	#X	AIR	#X	FBI		AEC									
-------	----	------	----	------	----	-----	----	-----	--	-----	--	--	--	--	--	--	--	--	--

(Note: Washington Distribution Indicated By "X"; Field Distribution By "#")

25X1

## SECRET/SECURITY INFORMATION

25X1

-2-

- b. Saratov-Gor'kiy. POL products were carried from SaratovNeft' (refineries in and around Saratov) to Gor'kiy; cargoes were mainly pale POL products, sometimes even crude oil from the oil fields, various products of industrial installations of SaratovGaz, and products of the industries belonging to the industrial trust "SaratovGazNefteProvodStroy" (the term "gaz" is understood as a gas burning fuel. There was also a gas pipeline from Saratov to Moscow).
  - c. Kuybyshev-Gor'kiy. On this line POL products were transported which originated in BashkirNeft', near the large oil-center of Tuymazy, where the Serafimovskiye oil fields were located. In the town of Oktyabrskiy there was a state organization called the Tuymaza Oil Association (Ob'yedineniye TuymazaNeft') which managed several oil refineries;
  - d. Kuybyshev-Astrakhan'. On this line Tuymazy crude oil was transported which was eventually transshipped to Makhach-Kala.
4. Nine million tons of POL products were transported by VT in 1951; the breakdown of this total is as follows:
- a. Astrakhan'-Gor'kiy line: 5,200,000 tn.
  - b. Saratov-Gor'kiy line: 1,600,000 tn.
  - c. Kuybyshev-Gor'kiy line: 1,400,000 tn.
  - d. Kuybyshev-Astrakhan' line: 800,000 tn.
5. VT was composed of the following four main components:
- a. Administration, which was located in Astrakhan' at pier #17;
  - b. Field agencies (Ekspluatatsionnyye Uchastki), which were located in Astrakhan' (at the ship repair yard III International), Stalingrad, Saratov, Kuybyshev, Kamskoye Ust'ye, and Gor'kiy;
  - c. Fleet;
  - d. Ship repair yards and shops, and anchorages (zatons).
6. The administration of VT was organized in the following way: the Director of VT had directly subordinate to him a Chief of the Political Section and three deputies: the Chief Engineer, who was the first deputy, the Chief of the Exploitation Section, who was the second deputy, and the Chief of the Personnel Section, who was the third deputy [See Page 9]. The Chief Engineer supervised and coordinated the work of the following six sections: Ship Repair Yards Section, Marine Engineering Service, Designing Section, Construction Section, Procurement Office, and Transportation Section. The Chief of the Exploitation Section coordinated the activities of six sections: the Exploitation Section, Commercial Section, River Inspectorate, Field Agencies Section, the tanker cleaning detail, and the chemical laboratory. The Chief of the Personnel Section coordinated the activity of four sections: Personnel, Training, Billeting, and Civil Engineering Sections. Also directly under the VT Director were the following 10 sections: Signal, Planning, Labor and Wages, Finance, Mobilization, Secret Documents and Cipher, and Administrative Sections; accounting office, printing office Za Sovetskuyu Neft', and the administration of consumer supplies.

SECRET

SECRET/SECURITY INFORMATION

25X1

-3-

7. The Chief of the Political Section (Nachal'nik Politicheskogo Otdela) was responsible for the political indoctrination of VT personnel and their political reliability. Subordinate to him were the following sections:
  - a. Political Subsection. Its staff was composed of approximately 20 employees. This section was organized similarly to the MRF political section, but on a smaller scale;
  - b. Editorial Office of the newspaper Za Sovetskuyu Neft'. The circulation of this newspaper was approximately 2,000 copies (at 20 kopeks apiece).
8. The sections under the Chief Engineer were organized in the following way:
  - a. Industrial Enterprises Section (Otdel Promyshlennykh Predpriyatiy). Chief of this section was Engineer-Captain RF 3rd class Yevgeniy Maslennikov. This section, with a staff of eight, was responsible for the coordination of activities and the supervision of VT ship repair yards, shops, and anchorages.
  - b. The Marine Engineering Service (Mekhaniko-Sudovaya Sluzhba) was composed of the following three subsections:
    - (1) Technical Administration Subsection -- responsible for the technical condition of the VT fleet, the preparation of the reports on all defects and breakdowns discovered in the fleet, and control of all repairs done on the VT fleet, regardless of whether the repairs were done in ship repair installations or by the ship's permanent crew.
    - (2) Planning and Technical Documentation Subsection -- responsible for the preparation of requests for the repair and overhaul of VT vessels. These requests were based on reports received from the technical exploitation section; subsections were charged with elaboration of repair plans and supervision over their fulfillment.
    - (3) Thermo-Technical Subsection -- charged with thermo-technical research work conducted on ships machinery, and with determining the towing capacity of tugboats; this subsection submitted suggestions on the most economical and efficient utilization of ships' machinery.
  - c. Designing Bureau (Proyektno-Konstruktorskoye Byuro). The head of this section was Engineer-Captain RF 3rd class (fnu) Grigorev. He had a staff of 12 employees. This section prepared designs, plans, and blueprints for fleet repairs.
  - d. Construction Section (Otdel Kapital'nogo Stroitel'stva). The head of this section was Engineer-Captain RF 3rd class (fnu) Nenastev. He had a staff of four employees. This section was responsible for the fulfillment of construction projects (various buildings, workers' and sailors' housing projects, settlements, etc.) done ashore for VT and its subordinate agencies.
  - e. Procurement Office (Zagotovitel'no Snabzhencheskaya Kontora). Approximately 30 employees worked in this office, which was responsible for procuring all technical supplies needed by VT and its agencies, i.e., raw materials, machinery, and spare parts, electrical and radio equipment, chains, anchors, construction materials, fuels, lubricants, clothing, furniture, etc.

SECRET

## SECRET/SECURITY INFORMATION

25X1

-4-

- f. Transportation Section (Staff: 15 employees and 40 drivers and stevedores). This section was responsible for the shore transport of freight goods. Its transportation pool consisted of approximately 15-20 trucks and a number of horse-drawn vehicles.
9. Sections under the Chief of Exploitation were organized in the following way:
    - a. Exploitation Section -- composed of two subsections:
      - (1) Dispatcher Subsection -- responsible for the fleet movements;
      - (2) Operation and Planning Subsection -- responsible for the preparation of norms for fleet exploitation, and the preparation of fleet documents for each ship leaving port; it was also responsible for recording all fleet movements.
    - b. Commercial Section (Staff: eight employees) -- responsible for the preparation of freight invoices (paid by GlavNefteSbyt) and freight transloading bills (paid by ReydTanker) and for financial problems involving VT.
    - c. River Inspectorate (Staff: eight employees). The main task of this section was enforcing regulations pertaining to the technical condition of the fleet. These regulations were prepared in compliance with requirements set by the Regional Inspectorate of Waterways (an agency of MRF's Central Inspectorate of Waterways). The River Inspectorate had an Instruction Subsection composed of approximately 12 captains, skippers, mechanics, and stokers who were entrusted with instructing VT navigation and machine personnel in the operation of the petroleum shipping fleet on the Volga River.
    - d. Field Agencies Section. The six VT field agencies are described in paragraph #13.
    - e. Tank Cleaning Detail Section. This section was responsible for cleaning VT barges of the residue of transported POL products. Several cleaning details, composed mainly of women, were employed by this section. Cleaning was done manually with very primitive cleaning equipment, e.g., buckets, brooms, etc.
    - f. Chemical Laboratory (Staff: 20 employees) -- responsible for the chemical analyses of POL products transported by the VT fleet.
  10. Sections under the Chief of personnel were organized in the following way:
    - a. Personnel Section (Staff: 10 employees) -- conducted the normal functions of any personnel section.
    - b. Company Training School Section (Uchebno-Kursovyve Kombinaty) (Staff: approximately five employees) -- responsible for organizing and supervising the training of VT personnel so as to satisfy service and advancement requirements.
    - c. Billeting Section (Zhilishchno-Kommunal'nyy Otdel) (Staff: 75 employees and workers) -- supervision of technical conditions of workers' and sailors' housing projects, enforcement of sanitary regulations, etc.
    - d. Civil Engineering Section (Remontno-Stroitel'nyy Uchastok) (Staff: approximately 50 employees and workers) -- responsible for the maintenance and repair of VT buildings.

SECRET

## SECRET/SECURITY INFORMATION

25X1

-5-

11. The remainder of the VT administration section was directly under the VT Director, and was organized in the following manner:

- a. Signal Section -- this section had approximately 80 employees, including signal personnel ashore; it maintained communications with the MRF in Moscow, the VT fleet, and VT field agencies. The VT radio station was located in Astrakhan' at Eling on the Peshchanaya Kosa [redacted]. The radio bureau was located in the VT administrative building. Radio telephone communication with VT agencies and fleet was used rather extensively. There was also a radio repair shop which was part of the VT radio station; this repair shop was located at Eling; all radio stations belonging to VT were repaired in this shop. VT had two telephone switchboards; one was called "Reka" and was located in the VT administrative building, and the other was called "Zarechnaya" and was located on the grounds of ship repair yard Imeni III International in Astrakhan'.
- b. Planning Section -- head of this section was Major Director RF Administrative Service (fnu) Kiselev, who had a staff of approximately 20 employees. This section was responsible for:
  - (1) Planning of transport for the VT fleet, and the production of VT industrial installations;
  - (2) Collection of statistical data pertaining to the VT fleet and industrial installations;
  - (3) Mimeographing and calculations -- done in the typing and calculating machine pool which was subordinate to this section.
- c. Labor and Wage Section -- head of this section was Senior Technical Lieutenant RF 3rd class (fnu) Tkach, who had the staff of seven employees.
- d. Accounting Office -- Staff: 10 employees.
- e. Finance Section -- Staff: four employees.
- f. Mobilization Section -- Staff: five employees.
- g. Secret Document and Cipher Section -- Staff: eight employees.
- h. Administrative Section (Administrativno-Khozyaystvennyy Otdel) (Staff: 10 employees) -- responsible for the registry of incoming and outgoing mail, enforcement of uniform and discipline regulations, procurement of office supplies, etc.
- i. Printing Office of the newspaper Za Sovetskuyu Neft' -- staff: approximately 20 employees.
- j. Directorate of Consumer Supplies (Upravleniye Rabochego Snabzheniya -- URS) -- staff: approximately 200 people.

25X1

The organization of all sections directly under VT director was similar to the organization of equivalent sections of MRF, but on a smaller scale.

25X1

12. The 7th Detachment of Militarized Guard Service, of approximately 400 men, was attached to VT for guard and fire-fighting service. The fire-fighting company (the original term is "division", which is taken from naval terminology) was assigned the fire-fighting vessel ASTRAKHAN', which was equipped with 12 water hydrants and one Penagon-type fire extinguisher. The permanent station of this ship was at pier #17 in Astrakhan' [redacted].

25X1

SECRET

## SECRET/SECURITY INFORMATION

25X1

-6-

13. VT field agencies (exploatatsionnyye uchastki), located in larger Volga ports, had the same tasks as the agencies (agenstva) of maritime steamship companies concerning the transport of freight, passengers, loading and unloading of goods, etc. VT field agencies were organized as follows:
- Administrative Section -- composed of the agency chief, executive, several clerks, accountants, and warehouse managers.
  - Operations Section -- staff: several dispatchers, operators (assistant dispatchers), freight receptionists, and stevedores.
  - Communication Section -- staff: several radio and telephone operators and auxiliary signal personnel.
  - Tanker Cleaning Detail -- composed of several gangs of women cleaners.
  - Instruction Section -- comprising several instructors (skippers, mechanics, and stokers) for the instruction of incoming VT floating personnel.
14. The T/O of individual VT field agencies is presented on the following chart:

VT Agency	Admin. Sect.	Op. Sect.	Com. Sect.	Tanker Cleaning Detail	Instr. Sect.	Total
Astrakhan'	25	60	6			91
Stalingrad	15	40	6	15	4	80
Saratov	20	45	6	15	4	90
Kuybyshev	20	45	6	15	4	90
Kamskoye Ust'ye	20	45	6	15	4	90
Gor'kiy	25	60	6	15	4	110
	125	295	36	75	20	551

15. The Volga Tanker Fleet consisted of approximately 90 self-propelled ships, 100 barges, and 40 oil-transloading pumps which were installed on special barges (neftemashinka). The VT fleet was divided into four basic groups: the self-propelled transport vessels (transportnyy samokhodnyy flot); oil barges (transportnyy nesamokhodnyy flot); oil pump barges (neftemashinki); and the auxiliary self-propelled ships and barges (vspomogatel'nyy samokhodnyy i nesamokhodnyy flot). The fleet organization was as follows:
- According to assigned tasks, the first category of vessels, the self-propelled transport fleet, was split into a transport fleet and a roadsteads-maneuver fleet (reydo-manevrovyy flot). The latter group belonged to the ports and was used for internal ports service. The VT self-propelled fleet consisted of the following groups:
    - (1) Approximately 40 old propeller and wheel-type steam engine tugboats manufactured during the 1900-1910 period. Engines were of 400 to 1,200 HP. When going upstream, loaded, these vessels made 4 km. per hour -- unloaded, 10 km. per hour; downstream, loaded, 10 km. per hour -- unloaded, 15 km. per hour. Of this group, approximately 15 were assigned to Astrakhan' (8 belonged to the port), 4 to Stalingrad, 4 to Saratov, 6 to Kuybyshev, 6 to Kamskoye Ust'ye, and 5 to Gor'kiy.

SECRET

SECRET/SECURITY INFORMATION

25X1

-7-

- (2) Twenty wheel-type diesel tugboats manufactured during 1930-1935 at Zavod Imeni Zhdanova in Gor'kiy (formerly Krasnoye Sormovo). These were equipped with two diesel MAN engines of 900 to 1,200 HP, 250 rpm, and were capable of an upstream speed, loaded, of 6-7 km. per hour -- unloaded 12 km. per hour; downstream, loaded, 10 km. per hour -- unloaded, 16-18 km. per hour. Ten of these vessels were located in Astrakhan' (6 belonged to the port, 1 in Stalingrad, 1 in Saratov, 3 in Kuybyshev, 1 in Kamskoye Ust'ye, and 4 in Gor'kiy.
- (3) Fifteen propeller-type diesel tugboats, manufactured during 1930-1935 at Zavod Imeni Zhdanova. These vessels were equipped with two MAN diesel engines with a total capacity of 900 to 1,200 HP; 235 rpm; their speed was 1-12-10-18 km. per hour. Ten vessels were located in Astrakhan' (8 were assigned to the port), and 1 in each of the other VT field agencies.
- (4) Fifteen propeller-type diesel tugboats, manufactured around 1949 at Zavod Imeni Zhdanova. Equipped with two diesel engines of the Washington type, these vessels were capable of 600 HP at 250 rpm; their speed was 8-15-12-20; all 15 were located in Astrakhan'.

b. The VT's second category of vessels, the oil barges, were of the Kolomenka, Mordovshchiki, and Sormovo types (there were also three self-propelled barges taken by the Soviets as German reparations).

25X1

c. The third category of vessels, the oil pump barges, were of the following four types:

- (1) Ten oil-pump barges [redacted] were equipped with two Cameron-type pumps of a transloading capacity of 150-200 tn. per hour. These were old oil barges which were put out of service, and eventually equipped with oil pumps. The size of these barges varied considerably.
- (2) Fifteen oil-pump barges equipped with two Cameron-type pumps which had a total capacity of 400 tn. per hour.
- (3) Five oil-pump barges equipped with two Cameron-type pumps which had a total capacity of 600-700 tn. per hour.
- (4) Ten oil-pump barges of the Syas'-type, manufactured in the Thirties at Zavod Imeni Zhdanova. These barges were equipped with two double pumps (a total of four hoses) which had a total capacity of 900 tn. per hour. Of the total number of oil-pump barges, 25 were in Astrakhan', 2 in Stalingrad, 2 in Saratov, 4 in Kuybyshev, 3 in Kamskoye Ust'ye, and 4 in Gor'kiy.

25X1

d. VT's fourth category of vessels, the auxiliary self-propelled ships and barges, consisted of launches, debarkers, lighters (plashkout -- which is a wooden-hull barge with a displacement of up to 100 tn.), and ice-transport barges (ledyanka), used for delivery of ice to the VT fleet. The entire group consisted of approximately 40 vessels. The two most important ships in this group were:

- (1) The steamship RUSLAN, which belonged to the VT director; this was a steel hull, propeller-driven launch, 20 m. long and 3 m. wide. It was equipped with two Compound-make steam engines of 75 HP each, and one Scotch-type steam boiler. The downstream speed of this launch was 25 km. per hour; upstream 18 km. per hour.

SECRET

SECRET/SECURITY INFORMATION

25X1

-8-

- (2) The steamship YAROSLAVL' which belonged to the MRF and was permanently stationed in Astrakhan'. This was a wheel-driven, one-deck steamship, which had formerly been a two-deck passenger ship. This ship was equipped with one 250 HP, 30 rpm. steam engine with one boiler; its downstream speed was 22 km. per hour -- upstream, 15 km. per hour.

15. VT possessed the following ship repair facilities:

- a. Ship repair yard Imeni Lenina in Astrakhan', which repaired and overhauled VT self-propelled vessels;
- b. Ship repair yard Imeni Stalina in Astrakhan', which repaired oil transloading pumps and the steam engines of small vessels;
- c. Ship repair yard Imeni 3rd International in Astrakhan', which was charged with the repair of oil barges;
- d. Anchorage Sarepta (Zaton Sarepta), which repaired self-propelled vessels and barges.
- e. Anchorage Stalingrad, which repaired vessels belonging to the VT Stalingrad agency and, in emergencies, repaired incoming VT vessels.
- f. Anchorage Saratov
- g. Anchorage Kuybyshev
- h. Anchorage Kamskoye Vost'ye

These yards performed the same function as that mentioned in paragraph 15 d.7

The planned gross production of VT ship repair yards in 1951 was equivalent to 45 million rubles.

16. Depending on the skill and experience of commanding personnel and the size of vessels, there were two basic methods of fleet operation introduced in VT (as well as in all other river steamship companies throughout the USSR). The two methods were as follows:

- a. The Navigation Method (Shturmanskaya Sistema). Whenever this method was used, the vessel was navigated by its captain or first officer, and the pilot was called from ports only to take the ship through certain difficult sections of the river canal;
- b. The Pilot Method (Lotsmanskaya Sistema). When this system was used, the vessel was navigated by permanently assigned pilots (three pilots on each ship).

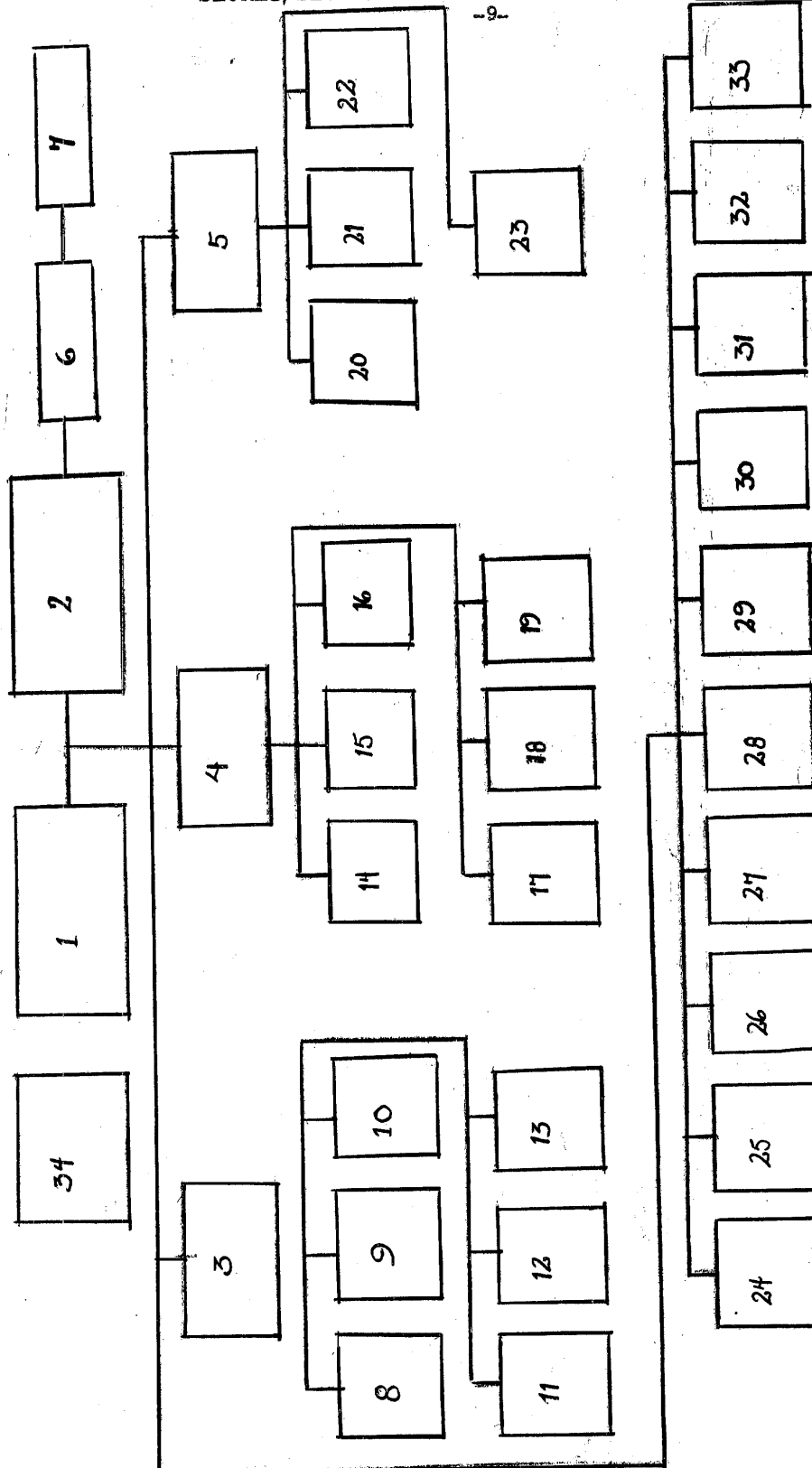
Depending upon the methods used, different T/O's were prescribed for VT self-propelled vessels. When the Pilot Method was used, the VT tugboats, in addition to the captain and three officers, were assigned three pilots (eight hours of daily duty for each). The wages of commanding personnel depended upon which operating method was used; captains, the three officers, and all helmsmen on ships using the Navigation Method received 10% higher salaries than their counterparts on ships employing the Pilot Method of operation.

SECRET

SECRET/SECURITY INFORMATION

-9-

25X1



Organizational Chart of VolgaTanker  
For legend, see next page.

SECRET

SECRET/SECURITY INFORMATION

25X1

-10-

Legend

1. Director of VT
2. Chief, Political Section
3. First Deputy Director, Chief Engineer
4. Second Deputy Director, Chief of Exploitation
5. Third Deputy Director, Chief of Personnel
6. Political Section
7. Editorial Office of the newspaper Za Sovetskuyu Neft'
8. Ship Repair Yard Section
9. Marine Engineering Service
10. Designing Section
11. Construction Bureau
12. Procurement Section
13. Transportation Section
14. Exploitation Section
15. Commercial Section
16. River Inspectorate
17. Field Agencies Section
18. Tank Cleaning Detail Section
19. Chemical Laboratory
20. Personnel Section
21. Company Training School Section
22. Billeting Section
23. Civil Engineering Section
24. Signal Section
25. Planning Section
26. Labor and Wage Section
27. Accounting Office
28. Finance Section
29. Mobilization Section
30. Secret Document and Cipher Section
31. Administrative Section
32. Printing Office of the newspaper Za Sovetskuyu Neft'
33. Administration of Consumer Supplies
34. 7th Detachment of Militarized Guard Service

SECRET